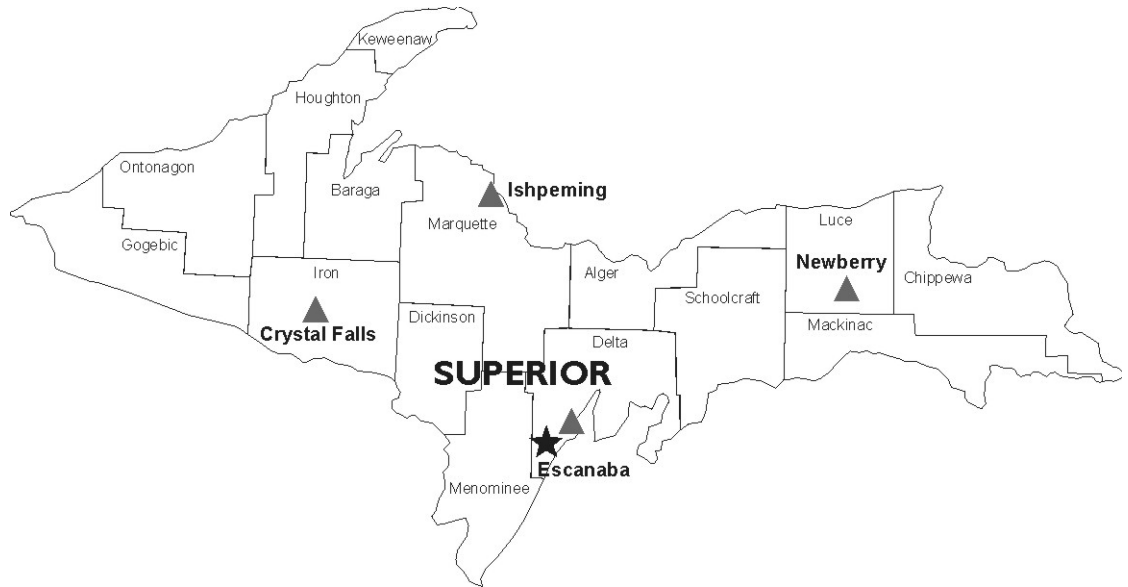


# Superior Region

2006-2010

## Five Year Transportation Program



The Superior Region includes all 15 counties in the Upper Peninsula (Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft). Major state highways include:

I-75, US-2, and M-28. The region is home to the Sault Ste. Marie International Bridge, a significant gateway to Canada and the only U.S.-Canada border crossing north of Port Huron.


The Superior Region continues to experience growth with its successful year-round tourism industry and the migration of Midwestern retirees heading to the Upper Peninsula in search of waterfront property. MDOT emphasizes preservation of the existing system while addressing safety and operational issues within the region. MDOT continues to explore ways to beautify and improve entryways into the region and to address the congestion and mobility challenges in major urban centers. Particular focus has been given to improving aesthetics, capacity, and safety throughout the cities of Menominee, Ironwood, Houghton, Marquette, and Iron Mountain.

## 2005 Accomplishments

With the exception of one project, the FY 2005 Superior Region Program was completed, representing an investment of more than \$94 million in the region's roads and bridges. Region achievements during 2005 include:

### US-41, Baraga County-L'anse

Approximately two miles of US-41 was reconstructed in Baraga County. The project improved safety by adding a northbound passing relief lane and a left-hand turn lane



from Broad St. to L'anse Avenue. This road project also incorporated a bike-path shoulder design to accommodate non-motorized traffic throughout this commercial corridor. The project was completed nearly two weeks ahead of schedule.

## **M-28, Marquette County-Harvey**

Over 11 miles of M-28 was reconstructed through Harvey, in Marquette County. The project included the installation of two passing relief lanes along with a truck safety turnout. The project was completed approximately three weeks ahead of schedule.

## **US-2 Relocation**

The region has reconstructed and relocated 2.21 miles of US-2 between Crystal Falls and Iron River. Included in this project was a new passing relief lane. The project involved: right of way acquisition, wetland mitigation, relocation of utilities, access management improvements and approach realignment.

## **US-2 Iron Mountain (fourth phase)**

A major reconstruction and widening project along US-2 in Iron Mountain completed a four-year corridor improvement effort. The final one-mile segment, stretching from Washington Street to Michigan Avenue., has been reconstructed and expanded from four to five lanes. Context sensitive design solutions include colored and textured concrete retaining walls and green-space tree plantings.


## **M-64 Bridge over the Ontonagon River**

A re-located fixed-bridge on a new alignment of M-64 is under construction this year (2005), replacing the existing swing-bridge. 2005 activities included: the construction of all piers and abutments, the installation of over half of the main support beams, the relocation of railroad track and utilities, and the near completion of the 1-mile stretch of M-64.

2006 activities will include: completing the wetland mitigation requirements, removing the old swing-bridge, and upgrading the "old M-64" prior to transferring to the Village of Ontonagon. Context Sensitive Design Solutions incorporated in the bridge replacement include: textured simulated stone (stamped concrete) piers, the installation of historic lighting, a 12.5 foot pathway, and numerous tree plantings throughout.

## **I-75 Reconstruction Projects**

**1)** Over 9 miles of I-75, from the Chippewa County Line to M-80 has been reconstructed. This was a high impact project that included the extension of four off-ramps and four on-ramps and the deck replacement of two bridges.



2) A one-mile section of I-75, beginning at US-2 and heading north, has been reconstructed. The project entailed the full reconstruction of northbound and southbound I-75 in St. Ignace, four northerly ramps at the I-75/US-2 interchange and two ramps at the Portage Street interchange.

## **US-2 From Powers to the Dickinson County Line**

A 10-mile stretch of US-2 was reconstructed in Menominee County, from Powers to the Dickinson county Line. As part of the project, a bridge spanning an abandoned railroad grade was removed and the Big Cedar river bridge received a new deck. The project was completed on schedule during the 2005 construction year.

## **Menominee/Marinette Interstate Bridge Replacement**

The Menominee/Marinette Interstate Bridge was replaced as part of a joint effort between the Wisconsin and Michigan DOTs and the cities of Marinette, Wisconsin and Menominee, Michigan. The bridge replacement project incorporated many context sensitive design solutions (CSDS) including: period lighting and railing, colored and etched concrete, non-motorized - bicycle accommodations and wider sidewalks. The project was a great success and provided the MDOT a unique opportunity to work with Marinette and the WISDOT in enhancing two major "Gateway Communities".

Special 2005 Accomplishments in the Transportation Enhancement program and the Transportation Economic Development Fund Program include:

Ten selected projects from MDOT's Transportation Economic Development and Enhancement Office totaling over \$3.5 million in investment. The 10 projects include: 3.4 miles of roadway streetscape; creating 4.2 miles of pedestrian/bicyclist facilities, improving roadside parks, and preserving a historic bridge.

In addition, 7 of the 10 Transportation Enhancement (TE) projects were paired with other infrastructure improvements such as road construction or utility upgrades. This coordination represents increasing transportation partnerships among a variety of agencies throughout the state fostered by TE funding. Moreover, this coordination helps minimize construction impacts to the surrounding community and takes advantage of "economies of scale." In particular, in 8 of the 10 projects, the region partnered with a local agency and took the lead in administering the project.

The Transportation Economic Development Fund (TEDF) is an important tool for MDOT regions to attract industry, create and retain jobs, and meet the demands placed on roads as a result of economic development. TEDF categories one is directed towards various types of economic developments and transportation infrastructures.

Category (A) (*target industry job creation grants*) are utilized for funding transportation projects aimed at constructing or expanding developments related to the

seven target industries (Manufacturing High Technology Research, Agriculture/Food Processing, Forestry (Harvesting and Processing), Mining, Tourism (year-round with out-of-state draw), and Office Centers (over 50,000 sq. ft.).

The Superior Region has pursued and obtained these funds for several past projects and will continue our efforts towards promoting economic growth in the Upper Peninsula (U.P.) This year, the region was awarded \$725,000 for transportation improvements related to a major casino expansion in Delta County. The total project cost is \$1,190,000 with participating match from the Hannahville Indian Community and MDOT. The \$40,000,000 casino expansion will boost the U.P. economy by attracting additional year-round tourists from Wisconsin, Canada, and Michigan's U.P. In total, the expansion will generate over 200 full-time jobs.

## Five Year Road and Bridge Program

The road and bridge preservation projects identified in this 2006 to 2010 Five Year Transportation Program for the Superior Region total approximately \$133 Million (Note: this does not include \$53 million in CPM work). Investment is allocated in the following manner:

Amount in Millions of Dollars FY 2006 through FY 2010				
Superior Region	Other Funding	Preserve First Funds	Jobs Today Funds	Total
Road Preservation	\$105	\$9	\$4	\$118
Bridge Preservation	\$14	\$1	\$0	\$15
Road & Bridge CPM	\$42	\$0	\$12	\$53
<b>Total 2006-2010</b>	<b>\$161</b>	<b>\$10</b>	<b>\$16</b>	<b>\$186</b>

(Road Preservation includes Passing Relief Lanes)  
(Amounts are rounded to the nearest million dollars)

Capital preventive maintenance (CPM) projects are planned for a significant number of pavements and structures that do not require extensive repairs during this Five Year Plan period. The CPM projects are short-term fixes, adding from five to ten years of life to a pavement or maintaining the existing bridge condition. The Jobs Today investment initiative for the Superior Region will provide approximately \$12 million for CPM work in FY 2006.

Superior Region	Route Miles	Number of Bridges and other Structures
Total in Region	1,831	479
Scheduled Work	386	13
Percentage of Region	21%	3%

The 2006-2010 program for road preservation work reflects approximately 386 miles (21 %) of the Superior Region's 1,831 route miles of state trunklines during the next five years. This includes over 13 route miles of new passing relief lanes.

The 2006-2010 program for bridge preservation work will address 13 (3%) of the region's 479 trunkline bridges and structures.

## Public Involvement

The region continues to take a proactive approach with public involvement. Throughout 2005, the region has participated and/or hosted a variety of meetings related to: MDOT grant programs, MDOT initiatives and concepts, potential Enhancement & Economic Development opportunities, and future road construction projects.

The region also hosted the following meetings as part of our annual public involvement strategy:

Transportation Service Center (TSC) Summits (eight spring meetings), Rural Elected Officials (three fall meetings), a legislative listening session (winter), and two listening sessions sponsored by Lansing MDOT staff (winter). Additional project-update meetings were routinely held throughout the region in support of major rehabilitation and reconstruction projects.

## Corridor Improvement Strategies

The very successful passing relief lane program will be continued to further alleviate congestion associated with trucks and recreational vehicles. The region plans to construct an additional 15 miles of passing relief lanes to expand the system over the next three years.

The region has also actively pursued alternative methods for improving capacity and safety along designated highway corridors. One method successfully implemented throughout the past four years is Access Management. By controlling access to our highways, we can eliminate numerous issues related to capacity and safety. Access Management Corridor Plans identify current and (potential) future issues related to how traffic enters and exits the primary highway system. Below are several access management corridor studies being developed throughout the U.P.



## **US-2 / 141 / M-95 Access Management Study:**

An access management plan was completed along US-2 in Dickinson County. The plan will encourage a coordinated effort between road agencies and local governments concerning land-use decision making and access to US-2.

The 28-mile corridor included support from five local governments, the Dickinson County Planning Commission, the Dickinson County Road Commission, the regional planning agency and MDOT.

## **US-45 / M-38 / M-64 Access Management Study:**

Due to the relocation of the M-64 swing-bridge in Ontonagon County, M-64 will be re-aligned to the east. As a result, land-use and traffic patterns are anticipated to change throughout the village of Ontonagon. An access management study will begin Oct. 1, 2005 and will be complete by September 30, 2006. The final plan will provide MDOT with a unique opportunity to address access management, land-use, and safety-related issues before development occurs along this new segment of relocated highway.

## **US-2 / Ironwood Access Management Study:**

MDOT will pursue an access management study along US-2, through downtown Ironwood, a major Wisconsin gateway. The study will provide an opportunity for MDOT to partner with local officials in addressing capacity and safety issues throughout this corridor. The study was scheduled to begin Oct. 1, 2005 and will be complete by September 30, 2006. Recommended access management improvements will likely be integrated into a future reconstruction project along this segment of US-2.

## **US-41 / M-26 Corridor Access Management Study:**

This will be a major access management study addressing capacity and safety issues throughout downtown Houghton/Hancock and surrounding areas. A corridor study team has been assembled which includes representatives from Franklin Township, Portage Township, the cities of Houghton and Hancock, Houghton County Planning Commission and Road Commission, and MDOT. Preliminary meetings have been held to discuss the project scope and limits and expected timeframe. MDOT will be submitting a request for funding sometime during the 2006 fiscal year and hopes to begin the study in October 2007.

# 2006-2010 ROAD & BRIDGE PROGRAM

## SUPERIOR BRIDGE - REPLACEMENT AND REHABILITATION

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
BARAGA	M-28		US-141/M-28 OVER ROCK RIVER	OVERLAY - DEEP	0.000	CON				
DELTA	US-2		US-2,US-41 OVER ESCANABA RIVER	BRIDGE REPLACEMENT	0.000				CON	
DELTA	US-2		US-2 AND US-41SB OVER DAYS RIVER	OVERLAY - DEEP	0.000	CON				
DELTA	US-2		US-2 AND US-41NB OVER DAYS RIVER	OVERLAY - DEEP	0.000	CON				
DICKINSON	US-141		US-141 OVER MENOMINEE RIVER	DECK REPLACEMENT	0.000					CON
GOGEBIC	US-2 BR		US-2 BUSINESS ROUTE OVER MONTREAL RIVER	OVERLAY - DEEP	0.000		CON			
LUCE	M-123 (Falls Road)		M-123 OVER MURPHY CREEK	CULVERT REPLACEMENT	0.000			CON		
MACKINAC	I-75		M-134 OVER I-75 SB	OVERLAY - DEEP	0.120		CON			
MACKINAC	I-75		M-134 OVER I-75 NB	OVERLAY - DEEP	0.120		CON			
MACKINAC	US-2		US-2 OVER CUT RIVER	DECK REPLACEMENT	0.000			CON		
MARQUETTE	US-41		ALTAMONT STREET OVER US-41/M-28	OVERLAY - DEEP	0.000	CON				
ONTONAGON	M-64		M-64 OVER CRANBERRY RIVER	OVERLAY - DEEP	0.000		CON			
ONTONAGON	M-64		M-64 OVER HALFWAY CREEK	OVERLAY - SHALLOW	0.000		CON			
					0.120					

# 2006-2010 ROAD & BRIDGE PROGRAM

## SUPERIOR PASSING RELIEF LANES

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALGER	M-28		EAST OF THE SOO LINE RAILROAD TO PERCY ROAD	MINOR WIDENING	2,570	CON				
BARAGA	US-41		KELSEY CREEK TO KEWEENAW BAY ROAD	MINOR WIDENING	2,042		CON			
DELTA	US-2		COUNTY ROAD L22 TO COUNTY ROAD N7 NEAR ISABELLA	MINOR WIDENING	2,110		CON			
DICKINSON	M-95		1.1 MILES NORTH OF US-2, NORTHERLY 2.3 MILES	MINOR WIDENING	2,300	CON				
HOUGHTON	M-26 (M-26)		TRI-MOUNTAIN TO SOUTH RANGE	MINOR WIDENING	0,882	CON				
HOUGHTON	M-26		DOLLAR BAY TO MASON	MINOR WIDENING	1,000			CON		
MARQUETTE	US-41		PESHEEKEE GRADE	MINOR WIDENING	2,000			CON		
MENOMINEE	US-41		LINSMIER ROAD TO COUNTY ROAD 338	MINOR WIDENING	2,492			CON		
					15,396					



## 2006-2010 ROAD & BRIDGE PROGRAM

### SUPERIOR REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
ALGER	M-28		FROM SHELTER BAY TO AUTRAIN	RESTORATION AND REHABILITATION	8.187				CON	
ALGER	M-28		AUTRAIN TO CHRISTMAS	RESTORATION AND REHABILITATION	6.325				CON	
ALGER	M-94		M-67 TO M-28	RESURFACE	15.510		CON			
BARAGA	M-28		JOHNSON ROAD TO M-28	RESURFACE	3.637		CON			
BARAGA	M-38		BARAGA / HOUGHTON COUNTY LINE EAST TO CR 550	RESURFACE	6.490	CON				
BARAGA	US-41 (M 28)		TIOGA CREEK TO M-28	RESURFACE	6.380					CON
CHIPPEWA	I-75 BS (South Mackinac Trail)		FROM NORTH OF 10TH AVENUE TO ASHMUN STREET BRIDGE	RESURFACE	0.862					CON
CHIPPEWA	M-123		7.4 MILES NORTH OF M-28 TO WHITE FISH POINT ROAD	RESURFACE	14.467		CON			
CHIPPEWA	M-129 (Pickford Road)		SOUTH OF M-80 TO NORTH OF 10 MILE ROAD	RESTORATION AND REHABILITATION	7.251				CON	
CHIPPEWA	M-28		M-221 TO MACKINAC TRAIL	RESURFACE	7.910		CON			
CHIPPEWA	M-28		6 MILES EAST OF M-123 EAST TO NEAR STRONGS ROAD	RESURFACE	5.084			CON		
CHIPPEWA	M-80 (Tone Road)		FROM COUNTY ROAD 63 (I-75) TO M-129	RESURFACE	7.917	CON				
DELTA	US-2	PF	FEDERAL FOREST HIGHWAY 13 TO M-183	RESURFACE	7.978		CON			
DELTA	US-41	PF	OSIER PASSING RELIEF LANES TO NIEMI ROAD	RESURFACE	6.009	CON				
GOGEBIC	M-64		WISCONSIN STATE LINE NORTH TO MARENISSCO	RESURFACE	8.220				CON	
HOUGHTON	M-203		LAKE SHORE ROAD TO 11TH STREET	RECONSTRUCTION	0.900	CON				
HOUGHTON	M-203		SALO ROAD TO 11TH STREET	RESURFACE	5.990	CON				
HOUGHTON	M-26 (M-26)		KEARSARGE STREET TO STANTON AVENUE	RESURFACE	2.860	CON				
HOUGHTON	M-26		DOLLAR BAY TO LAURIUM	RESURFACE	7.957			CON		
HOUGHTON	M-38		BARAGA CTY LINE TO ONTONAGON CTY LINE	RESURFACE	12.298	CON				
IRON	M-69		PAINT RIVER BRIDGE IN CRYSTAL FALLS TO M-95	RESURFACE	12.080		CON			
IRON	US-141		BASILIO ROAD NORTHERLY TO THE BARAGA COUNTY LINE	RESURFACE	8.870		CON			
IRON	US-141		CRYSTAL FALLS TO BASILIO ROAD	RESTORATION AND REHABILITATION	15.828					CON
IRON	US-2		WEST OF US-141 TO EAST OF SHELTON STREET	RECONSTRUCTION	0.720					CON
KEWEENAW	US-41		LACLABELLE ROAD TO M-26	RESURFACE	10.090	CON				
LUCE	M-123		SKYLINE TRUCK TRAIL NORTH TO CHIPPEWA COUNTY LINE	RESURFACE	13.330		CON			
LUCE	M-28	PF	M-117 TO M-123 AT NEWBERRY	RESURFACE	3.305		CON			
LUCE	M-28		M-123 TO BORGSTROM ROAD	RESURFACE	6.997			CON		
MACKINAC	I-75		M-134 TO MACKINAC/CHIPPEWA CTY LINE	RESURFACE	9.040	CON				
MACKINAC	I-75 BL		FROM I-75 TO HIGH STREET	RESURFACE	0.902					CON
MACKINAC	M-134 (North Huron Shore Drive)		FROM 3 MILE ROAD TO HILLTOP ROAD	RESURFACE	3.509		CON			
MACKINAC	US-2		EAST OF BREVORT LAKE ROAD TO MARTIN LAKE ROAD	RESURFACE	6.010				CON	
MACKINAC	US-2		BOUCHA RD TO BORGSTROM RD (OMIT BLACK RIVER AREA)	RESURFACE	5.669				CON	
MACKINAC	US-2		BORGSTROM ROAD TO HIAWATHA TRAIL	RESURFACE	8.689					CON
MARQUETTE	M-35		M-35 THROUGH DOWNTOWN GWINN	RECONSTRUCTION	1.100				CON	
MARQUETTE	US-41		M-28(HARVEY) AND FRONT STREET INTERSECTIONS	RECONSTRUCTION	1.045					CON
MARQUETTE	US-41 / M-28	PF	ASPEN RIDGE ROAD TO WEST OF M-95	RESURFACE	10.500		CON			
MARQUETTE	US-41 / US-28		HUMBOLDT TO THE PESKEE RIVER BRIDGE	RECONSTRUCTION	3.239			CON		
MARQUETTE	US-41/M-28		PURPLE ROAD NORTH 4 MILES TO BARAGA COUNTY LINE	RECONSTRUCTION	4.100				CON	
MARQUETTE	US-41/M-28		CHERRY CREEK ROAD TO US-41 BYPASS, MARQUETTE	RESTORATION AND REHABILITATION	4.400				CON	
MARQUETTE	US-41/M-28	JT	NEGAUNEE TOMARQUETTE	RESURFACE	6.928	CON				

## 2006-2010 ROAD & BRIDGE PROGRAM

### SUPERIOR REPAIR AND REBUILD ROADS

COUNTY	ROUTE(COMMON NAME)	DIR.	LOCATION	TYPE OF WORK	LENGTH	2006	2007	2008	2009	2010
MENOMINEE	M-69		SOUTH GABOR ROAD TO THE DELTA COUNTY LINE	RESTORATION AND REHABILITATION	9.673			CON		
MENOMINEE	US-41		C&NW RAILROAD BRIDGE NORTHERLY TO 20TH AVENUE	RECONSTRUCTION	1.071		CON			
MENOMINEE	US-41 (Bridge Street)		20TH AVENUE TO 48TH AVENUE	MINOR WIDENING	1.890					CON
ONTONAGON	M-107		SILVER CITY TO BOUNDARY ROAD	RESURFACE	2.692	CON				
ONTONAGON	M-107		SOUTH BOUNDARY ROAD TO LAKE OF THE CLOUDS	RESURFACE	6.884	CON				
ONTONAGON	M-26		US-45 NORTHESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	15.525		CON			
ONTONAGON	M-38		FROM M-26 WESTERLY TO THE HOUGHTON COUNTY LINE	RESURFACE	5.920	CON				
ONTONAGON	US-45		M-28 TO THE BALTIMORE RIVER	RESURFACE	14.171		CON			
ONTONAGON	US-45		GOGEBIC COUNTY LINE TO M-28 NEAR BRUCE CROSSING	RESTORATION AND REHABILITATION	14.232			CON		
SCHOOLCRAFT	M-77		US-2 NORTHERLY TO GERMFAK	RESURFACE	10.640	CON				
SCHOOLCRAFT	M-94		RIVERVIEW ROAD IN MANISTIQUE TO DODGE LAKE ROAD	RESTORATION AND REHABILITATION	9.152			CON		
					370.433					